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SECRETARY OF THE NAVY DELEGATES PILOTAGE CON- TROL TO THE COAST GUARD

Delegating the control of State pilotage of vessels to the Commandant of the Coast Guard, the Secretary of the Navy, Frank Knox, has indicated that there should be an immediate investigation looking toward an improvement of conditions brought about by the war.

Because of submarine warfare, vessels, both domestic and foreign, are using interior waters to a greater extent. Such action results in vessels more frequently requiring the services of pilots, most of whom are controlled by State legislation. Increasing demands for the services of these pilots have tended to result in delays and to a considerable rise in pilotage costs. Present-day operating conditions have thrown increased responsibilities upon the individual pilots and created a situation where Federal control is required.

The investigations about to be inaugurated by the Coast Guard will take cognizance of all these conditions and it is expected that remedial measures will be recommended to the Secretary of the Navy, and that any needed legislation will be initiated and brought to the attention of the proper authorities.

FORMER ASSISTANT COM- MANDANT DIES

Rear Admiral Benjamin Maurice Chiswell, United States Coast Guard, retired, died at Frederick, Md., on July 26, 1942, and was buried in the Arlington National Cemetery on July 29.

Admiral Chiswell was born at Dickerson, Md., on March 7, 1875, and entered the Coast Guard as a cadet in April

1894. He received a commission as third lieutenant in May 1896. After a varied career of 40 years in the service, which included a tour of duty as Assistant Commandant at Coast Guard Headquarters, Admiral Chiswell was retired because of physical disability in October 1934.

He is survived by his widow, the former Miss Mary Jennings Bellamy of Wilmington, N. C.; three sons, Lt. Comdr. William Chiswell and Ensign Benjamin M. Chiswell, Jr., both of the Coast Guard, and Capt. Lawrence Chiswell, U. S. Army; two brothers, and three sisters.

RESERVE CADET BUILDINGS UNDER CONSTRUCTION AT COAST GUARD ACADEMY

Facilities for the accommodation of 800 Reserve Cadets are now under construction at the United States Coast Guard Academy at New London, Conn., in accordance with the terms of a contract awarded to A. F. Peaslee, Inc., of Hartford, Conn., on August 6. The work will be performed on a cost plus a fixed fee basis. The cost has been estimated at approximately \$1,153,000.

The new project, to be known as the Reserve Cadet School, will consist of four dormitories, a mess hall and galley, classroom building, drill hall, auditorium, and powerhouse. Steam, water, sewage, and electric facilities, roads and walks, and other miscellaneous items are included in the contract. All buildings will be of a temporary type.

The new buildings will be located immediately to the north of the present academy buildings on a 15-acre tract of land purchased by the Coast Guard for the purpose. Private houses now located on the site will be removed.

¹ Published with the approval of the Director of the Budget.

Construction is now under way and, under the schedule, the first dormitory should be completed by September 30. The second dormitory should be ready for occupancy by October 10, and the entire project by December 15.

There has been a shortage of adequate facilities at the academy for some time as the result of the increase in the number of enrollments of Reserve cadets to approximately 300 a month. Reserve cadets are selected from applicants possessing a bachelor's degree or better from an accredited college or university. Successful applicants are given a preliminary 30-day course of training similar to that given all recruits in the service. If they prove to be of proper caliber they are then enrolled as Reserve cadets and given an intensive 90-day course in nautical subjects. Upon the successful completion of this course they are commissioned as ensigns in the Coast Guard Reserve.

In addition to the bachelor's degree, applicants must also possess the following qualifications: Be not less than 20 nor more than 30 years of age; be a citizen of the United States, be physically fit; have had at least one semester of college mathematics and one semester of trigonometry, high school or college; and be of good repute in their community.

ASSIGNMENT OF NUMBERS FOR MOTORBOATS NOW A FUNCTION OF THE COAST GUARD

Yachtsmen and other owners and operators of motorboats must now apply to district officers of the United States Coast Guard to secure the assignment of the numbers which are conspicuously painted upon their bows, under the provisions of a new amendment to the Motorboat Regulations recently approved by Vice Admiral R. R. Waesche, Commandant of the Coast Guard. The assignment of numbers to small water craft, a work formerly performed by the collectors of customs, being now placed in the hands of the Coast Guard, establishes the service as the Federal agency most concerned with the control of motorboat navigation. In addition to assigning numbers, the Coast Guard prescribes and enforces the rules regarding the operation of motorboats, prescribes their safety equipment, and examines and licenses operators of motorboats for hire.

Owners of motorboats, when numbers are required for their craft, must

now communicate with the senior Coast Guard officer in the naval district in which they reside, where all necessary information will be available.

The painting of numbers on boats in large and conspicuous characters as a wartime safety measure, was covered by a new order recently issued and now being enforced by the Coast Guard.

WAR GREATLY CURTAILS 1942 CELEBRATIONS OF COAST GUARD ANNIVERSARY

With ceremonies at Boston, Mass., as the focal point, the United States Coast Guard celebrated its 152d anniversary on August 4. Local celebrations were arranged in many parts of the country but in most instances were considerably curtailed because of the war.

Vice Admiral R. R. Waesche, Commandant of the Coast Guard, attended the celebration at Boston and delivered an address which was broadcast over a national network and sent by short-wave to Coast Guard units all over the world. In his message he declared in part:

"Instead of fighting storms and individual criminals we now are up against the bloodiest and best organized gangsters the world has ever seen. Force has to be met with force; more force, stronger force, and better force. We, as individuals, can help. If we are already in some kind of war work or war industry, we must work harder. And if we are not, there is room for everyone where the country needs him or her most—in uniform. So far a few of us have sacrificed their all for our sake. That will not be all for we must all taste a great deal of bitter before we can hope for the sweet that is victory."

Other highlights of the ceremonies at Boston were the mass induction of 100 recruits, a breeches buoy rescue, a capsize drill, and a lifeboat race. Music was provided by a Coast Guard band from the academy at New London, Conn.

The Coast Guard Yard at Curtis Bay, Md., was also the scene of a celebration, to which all military and civilian personnel at Coast Guard Headquarters at Washington, D. C., were invited.

From the Commander in Chief of the United States Fleet, Admiral Ernest J. King, the following message was radioed to all Coast Guard units: "August Fourth being Coast Guard Day I extend greetings to all Coast Guard personnel in behalf of the officers and

men of the Navy. We are pleased to have you operating as a part of the Navy and we appreciate your efficient work in this all hands job."

DULUTH YARDS LAUNCH TWO ADDITIONAL CUTTERS

Two new Coast Guard cutters of the tender class, the *Laurel* and the *Citrus*, have been launched at the yards of the builders, the Marine Iron and Shipbuilding Co., and the Zenith Dredge Co., both of which are located in Duluth, Minn.

The cutter *Laurel* was launched at the Zenith Dredge Co. on Coast Guard Day, August 4. Mrs. Ella G. Ford, the wife of Lt. Comdr. Alexander L. Ford, who at present is serving as captain of the port at Duluth, was the sponsor.

Mrs. D. M. Morrison, wife of Lt. Comdr. Donald M. Morrison, a member of the Coast Guard's inspection staff at the yards in Duluth, acted as sponsor at ceremonies attending the launching of the cutter *Citrus* at the yards of the Marine Iron and Shipbuilding Co., on August 15.

The cutters, which are the sixth and seventh to be launched of a total of 13 for which the Coast Guard has awarded contracts to the 2 companies, are tenders of the *Cactus* type, having a length over all of 180 feet, a molded beam of 37 feet, a draft of 12 feet, and a displacement of 935 tons. The hulls are of steel and the vessels are powered with Diesel electric equipment, that for each ship generating 1,000 shaft horsepower and turning a single screw. While the cutters are designed especially for maintaining aids to navigation, they are also capable of performing many of the various duties connected with Coast Guard activities.

COAST GUARD RECRUITS NOW RECEIVING TRAINING ON LAKES VESSELS

Coast Guard recruits in the Great Lakes area now receive specialized instruction in deck and engine room work aboard Great Lakes vessels under a program recently inaugurated by the service with the cooperation of most of the operating companies of the Lake Carriers Association and the independent fleets. Nearly 700 men, newly enlisted in the Coast Guard, are now receiving this instruction under the tutelage of the licensed officers aboard the Lakes steamers, most of

whom are members of the Temporary Coast Guard Reserve.

Recruits are placed aboard Lakes steamers in groups of from two to four and are taught the fundamental principles of seamanship, navigation, the care and operation of marine engines, and other nautical subjects. In addition to receiving this instruction, they also act as armed guards aboard the vessels.

The Coast Guard, as part of a broad program to augment the protective forces of the inland waters, has been offering commissions in the Temporary Coast Guard Reserve to licensed personnel of Great Lakes vessels. These officers wear the uniform of the Coast Guard and, while on active duty, are clothed with the authority of regular Coast Guard officers.

COAST GUARD SEEKS HORSEMEN AND MOUNTS

Horsemen living near Atlantic or Gulf Coast shore lines are being sought by the Coast Guard for its newly organized mounted beach patrol. Volunteers will be enrolled in the Temporary Reserve, indoctrinated and instructed in patrol duties and operational details, and provided with arms and uniforms. Men who are interested in this project should write to their district Coast Guard officer.

In cases of horse owners wishing to avail the Government of the use of their mounts but not being able to make the patrols themselves, experienced riders will be provided by the Coast Guard. However, the owners must provide harness and saddles.

The particular area to be covered by a mounted beach patrol will be determined by the suitability of the ground for riding and by the accessibility of regular stables. The Coast Guard's program does not include either stabling or veterinary facilities.

When a section of the beat is organized as a beach patrol security, the mounted patrolmen will have complete authority and responsibility for that sector. Once a volunteer has donned his uniform for patrol, he will have all the authority of a member of the regular Coast Guard and likewise, he will be equally responsible for the performance of his patrol.

Volunteers should give full information about themselves and their mounts. They should give their own experience and the periods for which they will be able to volunteer. The Coast Guard appeals especially for the cooperation of experienced horsemen, sportsmen,

ex-U. S. Army Reserve Cavalrymen, horsemen who are members of the American Legion, ex-mounted policemen and similar competent horsemen.

**PETTY OFFICERS NOW BEING
TRAINED IN CIVILIAN
TECHNICAL SCHOOLS**

Supplementing the work of its own specialist schools and that of the newly established service training stations, the Coast Guard, in recent weeks, has made arrangements with several civilian schools of high standing for the training of special groups of enlisted men in subjects leading to petty officer ratings in certain much needed lines.

Three of the schools to which Coast Guardsmen are being sent for training are the Hemphill Diesel School in Long Island City, N. Y., the College of Pharmacy at Columbia University in New York City, and the New Bedford Vocational School in New Bedford, Mass. At these schools a total of approximately 600 service men are now under instruction. Their studies will qualify them for petty officer ratings as machinist's mates and pharmacist's mates.

At the Hemphill Diesel School, a class of 200 is trained every 9 weeks in the essentials of Diesel engine operation. Since many of the Coast Guard's smaller boats are powered with gasoline engines, the classes also cover the ignition systems and carburetors used upon such engines.

For the training of pharmacist's mates, the Coast Guard sends classes averaging 200 men each, to the College of Pharmacy, at Columbia University, where they are given a 3 months' course qualifying them for petty officer ratings as pharmacist's mates. On August 15, the first class to attend the college was graduated. These graduates were sent immediately to vessels and stations having no medical officers. Their work will be confined mainly to first aid and elementary medical treatment.

Machinist's mates are being trained at the New Bedford Vocational School. Here classes averaging 200 men each take a course lasting 16 weeks. Five weeks are spent in the power department of the school, where the men study steam boilers, reciprocating engines, and such adjuncts as pumps, injectors, condensers, and valves. Three weeks are next spent in the automotive department in the study of internal combustion engines, and another 3 weeks in the machine shop where the operation of lathes, milling machines, and

drill presses are taught. During the remaining 5 weeks, the students take short courses in refrigeration, electricity, Diesel engines, and welding.

**NEW TRAINING CENTER TO BE
LOCATED ON FLORIDA
EAST COAST**

Additional facilities for the training of recruits, for the instruction of candidates for petty officer ratings, and for the indoctrination of new officers, are to be provided by the Coast Guard in the State of Florida through the leasing of three hotels in St. Augustine. The hotels, which have just been taken over are the Ponce de Leon, the Monson, and the Bennett.

The Ponce de Leon Hotel will accommodate approximately 2,500 men, and will be used primarily for the training of recruits. Certain specialists ratings will be trained there as may be found practicable. The Hotel Bennett will be used chiefly as a gunnery school, accommodating approximately 300 trainees. The Hotel Monson, the capacity of which is estimated at 100, will be used as an indoctrination center for officers newly inducted into the Coast Guard Reserve.

**MISSOURI RIVER OVERFLOW
TESTS NEW FLOOD
RELIEF PLAN**

Coast Guard units of the St. Louis, ninth naval district, had an opportunity to place in operation the flood relief plan developed 2 years ago by the service to insure maximum efficiency in time of flood emergency, during the recent floods along the Missouri River and its tributaries which continued from June 25 to June 30. The floods forced thousands of persons to flee their lowland homes, washed out railroad tracks, inundated highways, isolated communities, and rolled over hundreds of thousands of acres of fertile bottom lands.

Supported by scores of Coast Guard Reserve and Coast Guard Auxiliary boats, the tender class cutters *Poplar*, *Dogwood*, *Azalea*, *Goldenrod*, and *Cottonwood*, succeeded in rescuing hundreds of marooned refugees and thousands of head of livestock. Communications were maintained in the stricken areas through the operation of Coast Guard communications trucks. Squadrons of planes from the St. Louis Civil Air Patrol constantly patrolled the Missouri and Meramec Rivers in search of marooned families.

The five large cutters were strategically stationed along the length of the stricken area. The *Poplar* operated between Washington, Hermann, and Gasconade. The *Goldenrod*, accompanied by CGC 4217, worked from Booneville to Gasconade on the Missouri. The *Azalea* patrolled the Mississippi River out of Chester, Ill. The *Dogwood* was brought from the Ohio River to work from Cape Girardeau to St. Louis. The *Cottonwood* operated from St. Louis south to Cape Girardeau.

Members of the Coast Guard auxiliary flotillas in the St. Louis area, who owned vessels which could be transported by trailer, were ordered to report for flood relief operations at St. Charles, Hermann, and Washington, Mo. These auxiliary craft and their operators distinguished themselves by the effective way in which they located marooned livestock and transported levee workers to danger zones.

The tender *Goldenrod* reported that 30 to 60 percent of the aids to navigation between Kansas City and Jefferson City, were lost, carried away, damaged, or destroyed, and that 70 percent of the aids between Omaha and Kansas City had suffered the same fates.

NEW COLORS ON CHARTS FACILITATE NIGHT USE

The printing of navigational charts in colors adapting them for use under special night lighting which permits quick readjustment of the navigator's eyes to "night" conditions, has been adopted by both the Hydrographic Office of the Navy and by the Coast and Geodetic Survey of the Department of Commerce, agencies which publish the charts used almost exclusively on American ships.

Studies by the Navy having indicated that exposure of the eyes to artificial light at night was followed by a considerable period of time before the person could again "see in the dark", tests were made to discover to what degree this "blindness" was affected by various colors of light. It was found that white light and blue light produced the most lasting effects, the person concerned not being again able to see well in darkness for as much as 30 minutes. Red lighting was found to require the least adjustment of the eyes, and hence a person passing from a red-lighted compartment to an open deck or darkened bridge could again see well in a few seconds.

The usual colors in which the various features shown on navigational charts

are printed, show up poorly or are entirely invisible under red lighting, so other colors are necessary if the advantage of red lighting is to be obtained. The Navy and the Coast and Geodetic Survey on all new charts, are now using a grey tint in place of buff to indicate the land areas. A magenta replaces the orange tint for lights, and a purple color replaces red. Blue will be continued for shallow water areas. Under red lighting these colors will appear as contrasting shades but not as "colors."

To make the fullest use of these new charts, mariners should employ them in chart rooms fitted with red lights, or lights having red screens. By daylight the charts require no special equipment for their use. If red lighting of chartrooms is adopted, mariners are cautioned that the older charts, not printed in the special colors, must be used with care, for the features printed upon them in certain colors may be invisible and therefore overlooked.

TWO NEW RECRUIT TRAINING STATIONS COMMISSIONED

To train the increasing number of recruits entering the Coast Guard, the service, on August 1, commissioned two new training stations which will provide facilities for approximately 3,750 additional men. These new stations are located at Avery Point in Groton, Conn., and at Battle Creek, Mich.

The Groton training station, situated across the Thames River from New London and only a few miles from the Coast Guard Academy, has facilities for the training of 3,000 men. The station, located on the site of the estate formerly owned by the late Commodore Morton F. Plant, which was purchased by the State of Connecticut and turned over to the Coast Guard, will be the second largest Coast Guard training station in the country, next in size to the station at Manhattan Beach, N. Y. The new station will be devoted mainly to the training of recruits although several schools for men seeking specialists ratings will be located there.

The Battle Creek training station is unique in that it consists of three separate camps, each of which is situated on a different lake. The lakes, all located in the vicinity of Battle Creek, Mich., are Pine Lake, Clear Lake, and St. Mary's Lake. The camps on these lakes which the Coast Guard will use, are the property of the W. P. Kellogg Foundation, of Battle Creek, and were leased to the Coast Guard for \$1 a year.

for use in the service's training program. The capacity of the camps is 250 recruits each. The camps comprise the first Coast Guard training station in the Middle West.

YEAR'S ACTIVITIES OF SERVICE REVIEWED

The work of the United States Coast Guard during the past year has been characterized by unprecedented activity and expansion based on the cumulative needs of the nation's war effort. The service is now operating under the direction of the Secretary of the Navy, in accordance with law and an Executive order dated November 1, 1941. By provision of the Executive order and in accordance with plans made in 1940, the entire Coast Guard as a functioning unit has been bodily placed under the jurisdiction of the Secretary of the Navy with the Commandant of the Coast Guard continuing to administer the service under the Chief of Naval Operations.

The more outstanding of the year's activities may be summarized as follows: An increase in the number of authorized enlisted men and officers in the service; the development of a 90-day training course for Reserve officers at the Coast Guard Academy; enlargement of the corps of regular cadets at the Academy; increased responsibilities of the captains of the ports, especially in the port security work; the commissioning of many new recruit training stations; the consolidation of the activities of the former Bureau of Marine Inspection and Navigation with the Coast Guard; a substantial increase in the Coast Guard fleet as a result of the greatest shipbuilding program in service history, and the acquisition of many small but serviceable craft from private owners.

One of the more important of the Coast Guard's numerous wartime activities is the functioning of the captain of the port organizations, which, in addition to their normal peacetime duties, have been further charged with the responsibility of safeguarding all vessels, ports, harbors, and water-front facilities in the nation. This new work is of paramount importance because these ports are the bottlenecks that must be kept open to insure a steady flow of fighting men and equipment to the far-flung battlefields of the world.

To secure the utmost efficiency in the guarding of the nation's seaports, the

captain of the port organizations have been greatly enlarged. Thousands of enlisted men and proportionate numbers of officers were needed to man the hundreds of small boats which now maintain a constant patrol in principal harbors. Enlisted men in great numbers were also needed to serve as guard details for important water front installations.

For the coordination of all port security organizations throughout the country, the Coast Guard has assigned two rear admirals, one with jurisdiction over the entire Atlantic coast and the other the Pacific, who will coordinate all the activities of the various branches of the local, State, and Federal Governments, now responsible for water-front security.

The increased activities of the Coast Guard have resulted in the greatest expansion in the number of personnel in service history. With approximately 60,000 men already in the service, enlistments are continuing at an ever-increasing rate, with the goal set at an authorized strength of 128,000 men. The service expects to reach its full authorized strength before July 1943.

This tremendous expansion in the number of enlisted men, quickly overtaxed the training facilities normally maintained by the service, with the result that many new training stations had to be built. Eight major training stations have been newly constructed or greatly enlarged during the past year. In addition to these facilities, many of the Coast Guard organizations in the naval districts have established their own training centers, wherein recruits are trained for service in that particular district. A corresponding increase in the number of specialists schools, such as radio schools and machinist mate schools, has also been necessary.

Officers, too, in ever-increasing numbers are now being trained by the Coast Guard. At the Coast Guard Academy at New London, Conn., the service is currently training 300 Reserve officers a month. These officers are selected from college graduates, possessing necessary qualifications, who are given an intensive course of instruction covering a period of 90 days. During this time the service endeavors to acquaint the prospective officers with the problems they may encounter at sea, and imbues in them, as far as possible in this short time, the practical knowledge needed by a Coast Guard officer. The officer ranks are further augmented by the promotion to com-

missioned status of veteran warrant officers and enlisted men who have proven their competence to serve as officers. Civilians, with special training of use to the service, may also become commissioned officers.

The shipbuilding program has been stepped up to meet the increased Coast Guard duties and to offset a depletion in the number of large cutters caused by transfers and assignments of these cutters to other services and duties. Many of the larger Coast Guard cutters are now engaged side by side with the regular Navy vessels in convoy and patrol duties. As replacements for the 10 large cutters which were transferred to Great Britain under the terms of the Lend-Lease Act, before our entry into the war, the service has awarded contracts for a fleet of 13 new cruising cutters 255 feet in length. Two of these cutters will be built at the Coast Guard Yard at Curtis Bay, Md., on the new shipways now rapidly nearing completion.

Contracts have also been awarded for a fleet of massive icebreaking cutters which will be used in maintaining navigable channels for as long as possible each year on the Great Lakes and in Northern ports as an important contribution to the war effort.

In addition to these large cutters, hundreds of small patrol craft are now being constructed in shipyards throughout the country. Many of the larger types of these patrol craft will be used in antisubmarine activities along our coasts. Boats of this type already in service are performing excellent work in combating the submarine menace.

The Coast Guard is also enlisting the services of privately owned boats, ranging in size from luxurious yachts to small cabin cruisers. These boats are commissioned in the Coast Guard Reserve fleet and assigned to those duties for which they are best qualified. Large seaworthy craft are equipped with radio, machine guns, detector devices, and other necessary equipment and are used in antisubmarine patrol and convoy duty. Smaller craft are used in inshore patrol activities and by captain of the port organizations for patrolling harbor areas.

The owners of such craft may remain with their craft, if they so desire, by enlisting in the Coast Guard Reserve. They are given appropriate Coast Guard ratings and are entitled to all benefits enjoyed by men in the regular service.

ACTIVITIES OF CAPTAIN OF PORT ORGANIZATIONS OUTLINED BY COMMANDANT

Vice Admiral Russell R. Waesche, Commandant of the United States Coast Guard, as the principal speaker at the forty-sixth annual meeting of the National Fire Protection Association held in Atlantic City recently, outlined the port security responsibilities of the Coast Guard. In the August issue of the COAST GUARD BULLETIN, that portion of the speech, concerning the duties of the captain of the port organizations throughout the nation, was reprinted. Following herewith, is the second portion of that speech in which Vice Admiral Waesche outlines the measures taken by the Coast Guard to prevent and combat fires.

Of most interest to members of this association must be the measures we have taken directly to prevent and combat fires. I must emphasize at this time that these measures are to supplement and not to supplant local protective facilities. Primary responsibility is still upon the municipal authorities to provide fire fighting equipment. The work of your association, underwriters associations, and other organizations are in no way affected. The object of the Coast Guard is to work in cooperation with these authorities and groups, doing everything in our power to achieve security against fires. We welcome your cooperation. It is to be hoped that each captain of the port will establish a satisfactory liaison with the local members of your association and similar organizations in order that our work may be coordinated, and your services utilized to the fullest.

We all realize that fire is the most serious hazard to be combated. Fires may be caused by accident, by negligence, or by sabotage. But irrespective of the cause, the same results of depriving the nation of the use of necessary facilities is achieved. Port security, therefore, can only be effective if all possible precautions are taken to prevent fires from any cause, and to combat and limit fires which may nonetheless result.

Surveys of waterfront facilities are now being made in many ports to determine whether fire hazards exist and whether fire protection facilities are adequate. Where conditions have been called to the attention of the owner or operator of a water-front facility which may be potentially dangerous, they have, in most instances, voluntarily corrected them. In a few cases, the Coast Guard has had to employ its power to require that no vessel should moor or anchor near such facility until these dangerous conditions have been corrected. Through utilization of this power, the Coast Guard has been able to secure substantial compliance with its safety suggestions. As our surveys of water-front facilities increase, more and more dangerous conditions will be discovered and corrected.

It is in this phase of our work that your Association can be of invaluable assistance. Each of you is trained in this field of fire prevention. Your surveys and your recommendations can be of inestimable value to the Captains of the Port. That can be one of your contributions to the war effort.

One further activity of the Coast Guard in this field must be mentioned. While most municipal fire departments possess fire-fighting equipment, few possess adequate facilities to attack fires from the water-side. Accordingly, we are planning to supply, within the limits of available funds and available vessels, fireboats to be operated by Coast Guard personnel which will be strategically placed in all important ports.

Many of the fires most damaging to our war efforts have occurred on water-front facilities. I have read with great interest your publication titled "National Defense Fires" and noted with regret that 7 of the 21 fires—1 out of each 3—pictured therein occurred on vessels or water-front facilities. Each of these fires has resulted in a serious impediment to the national war efforts. Whether caused by accident, negligence, or sabotage, these fires must be prevented. Your association is interested in this work, and the nation is interested in it. All of the port security efforts of the Coast Guard are directed toward this end. I can assure you that we appreciate your cooperation in these efforts in the past and look forward to it in increasing measure in the near future. You may also be assured that we will do everything within our powers to do our share in this work.

There has been a good deal written about our "Bridge of Ships" and the necessity of building and protecting this bridge. Our water-front facilities are the approaches to this bridge. Because of their vulnerability to attack they too require great protection. The purpose of a submarine in torpedoing a merchant vessel is to prevent its cargo from being carried to places where it will be of value and to preclude further use of that vessel. The submarine involves an investment of millions of dollars, and the training of a crew is a tremendous task. Thousands of miles must be covered in many cases before a torpedo can be fired. The torpedo may miss. Yet a fire at a pier, whether set by saboteurs or through negligence or accident, may cause equal damage and destruction. Others are guarding our bridge of ships. Our job and yours, is to safeguard the water-front facilities which are the approaches to this bridge!

OCEAN AND COASTWISE RULES AND LAKES PILOT RULES ISSUED BY SERVICE

A new edition of the Ocean and Coastwise General Rules and Regulations, for vessel inspection, has just been issued by the United States Coast Guard. This edition, while dated February 1942, contains all amendments made through July of this year. Copies may be obtained from local district offices of the service, or by written request to the Commandant, United States Coast Guard, Washington, D. C.

The material in this publication is a compilation of and supersedes rules III to VIII, Inclusive, General Rules and Regulations Prescribed by the Board of Supervising Inspectors, Ocean and Coastwise, March 2, 1931, edition (issued by the former Bureau of Marine

Inspection and Navigation), and all amendments thereto as set forth in Supplement II dated May 5, 1939, and subsequent amendments published in the Federal Register through March 14, 1942, as corrected. The style of the regulations has been changed to conform with the Code of Federal Regulations, Title 46, Shipping, Chapter II, Subchapter G, as amended.

These regulations are supplemented and amended by the wartime regulations contained in "Subchapter O—Regulations Applicable to Certain Vessels and Shipping During Emergency," which were published in the May 1942 Marine Inspection and Navigation Bulletin.

PILOT RULES FOR THE GREAT LAKES

The Pilot Rules for the Great Lakes and Their Connecting and Tributary Waters, August 1942 edition, may be obtained from local district offices or by written request addressed to the Commandant, United States Coast Guard, Washington, D. C.

The material contained in this publication replaces that contained in the Pilot Rules for the Great Lakes and Their Connecting and Tributary Waters, November 1, 1940, edition (issued by the former Bureau of Marine Inspection and Navigation), and Rules for the St. Marys River, September 23, 1936, edition (issued by the Department of Commerce). The style of the regulations has been changed to conform with the Code of Federal Regulations, Title 33, Navigation and Navigable Waters, Chapter III, as amended to August 1, 1942.

These rules and regulations are for preventing collisions upon the Great Lakes and their connecting and tributary waters as far east as Montreal and shall be followed in the navigation of all public and private vessels of the United States.

WILLIAM H. SEBRELL RETIRES

William H. Sebrell, local inspector of boilers at Jacksonville, Fla., for the past 7 years, retired on August 31, 1942, after almost 24 years of distinguished service in the former Bureau of Marine Inspection and Navigation which was recently consolidated with the Coast Guard. Mr. Sebrell began his career in the Bureau in 1918, as the local inspector of boilers at Charleston, S. C. He also served as the assistant inspector of boilers at Norfolk, Va.

MERCHANT MARINE INSPECTION ACTIVITIES

AMENDMENTS TO SUBCHAPTER O—REGULATIONS APPLICABLE TO CERTAIN VESSELS AND SHIPPING DURING EMERGENCY

The following editorial changes have been made to subchapter O as a result of Executive Order 9198, dated July 11, 1942, and published July 15, 1942, which transferred the merchant marine training functions from the Commandant, U. S. Coast Guard, to the Administrator, War Shipping Administration:

PART 155—LICENSED OFFICERS AND CERTIFIED MEN; REGULATIONS DURING EMERGENCY

Section 155.5(b) is changed to read as follows:

§ 155.5. *Third mate of ocean steam or motor vessels.* * * *

(b) *Qualifying experience: United States merchant marine training systems.* (1) Eighteen months' service in the deck department of ocean, coastwise, or Great Lakes vessels. Time spent at a United States Maritime Service Training School for prospective officers, upon completion of the prescribed course of training, may be credited as a part of the required sea service, but not less than 14 months shall be served at sea; or,

(2) Deck cadets of the United States Merchant Marine Cadet Corps, administered by the War Shipping Administration, after having served a minimum of 16 months as such, at least 6 months of which shall have been served aboard a merchant or training vessel designated by the War Shipping Administration; or,

(3) Deck cadets of the United States Merchant Marine Cadet Corps, administered by the War Shipping Administration, on active duty as Midshipmen, MMR in the United States Navy, upon completion of 18 months' training of which at least 12 months shall have been served aboard merchant vessels designated by the War Shipping Administration, or naval vessels; or,

(4) Cadets at a state maritime academy governed by regulations of the War Shipping Administration after having served 6 months in a merchant or training vessel designated by the War Shipping Administration, together with 10 months' shore training.

Certification of satisfactory completion of course by district merchant marine training instructor in the cases of (2) and (3) and by the superintendent of state maritime academy in the case of (4) must be submitted with application.

Section 155.9 (b) is changed to read as follows:

§ 155.9. *Third assistant engineer of ocean and coastwise, Great Lakes, bays, sounds and lakes other than the Great Lakes, or river, steam vessels.* * * *

(b) *Qualifying experience: United States merchant marine training systems.* (1) Eighteen months' service in the engine department of a steam or motor vessel as, or in a position equivalent to, a qualified member of the engine department. Time spent at the United States Maritime Service Training School for

¹ Commensurate with the experience of the applicant the inspector shall designate upon the license the limit of tonnage of vessel upon which he may act.

² In cases where the experience of an applicant for a license as a deck officer of ocean steam or motor vessels does not meet the specific requirements of this section, he may submit other service which, if considered satisfactory as a fair and reasonable equivalent by the Merchant Marine Inspector in Charge concerned, and approved by the Supervising Merchant Marine Inspector of the District, may be accepted in lieu of the service specified above.

³ Commensurate with the experience of the applicant the inspector shall designate upon the license the limit of horsepower of vessel and waters upon which he may act, and the Merchant Marine Inspector in Charge shall use "Merchant Vessels of the United States" as a guide in determining such horsepower.

⁴ In cases where the experience of an applicant for a license as an engineer officer of steam or motor vessels does not meet the specific requirements of this section, he may submit other service which, if considered satisfactory as a fair and reasonable equivalent by the Merchant Marine Inspector in Charge concerned, and approved by the Supervising Merchant Marine Inspector of the District, may be accepted in lieu of the service specified above.

prospective officers, upon completion of the prescribed course of training, may be credited as part of the required service, but not less than 14 months shall be served in the engine department of such vessels; or,

(2) Engineer cadets of the United States Merchant Marine Cadet Corps, administered by the War Shipping Administration, after having served a minimum of 16 months as such, at least 6 months of which shall have been served aboard a merchant or training vessel designated by the War Shipping Administration; or,

(3) Engineer cadets of the United States Merchant Marine Cadet Corps, on active duty as Midshipmen, MMR in the United States Navy, upon completion of 16 months' training, at least 12 months of which shall have been served aboard merchant vessels designated by the War Shipping Administration or naval vessels, or,

(4) Cadets at a state maritime academy, governed by regulations of the War Shipping Administration, after having served 6 months in a merchant or training vessel designated by the War Shipping Administration together with 10-months' shore training.

Certification of satisfactory completion of course by district merchant marine training instructor in the cases of (2) and (3) and by the superintendent of state maritime academy in case of (4).

The following amendment was published in the Federal Register dated August 14, 1942:

Part 155 is amended by the addition of a new § 155.12, reading as follows: § 155.12. *Original licenses.*—The following provision is, during the emergency, applicable as alternative qualifying experience to that provided by §§ 36.1-1, 62.1, 78.1, 96.1, and 115.1 of this chapter:

(a) Before an original license is granted to any person to act as master, mate, pilot, or engineer, he shall personally appear before some Merchant Marine Inspector in Charge for examination. Any person who has attained the age of 21 years and is qualified in all other respects shall be eligible for examination: *Provided*, That license as third mate, third assistant engineer, or second-class pilot may be granted to applicants who have reached the age of 19 years, and that license as second mate or second assistant engineer may be granted to applicants who have reached the age of 20 years and are qualified in all other respects: *Provided, further*, That no such license as second mate or second assistant engineer may be raised in grade before the holder thereof shall have reached the age of 21 years.

EQUIPMENT APPROVED BY THE COMMANDANT

The following items of equipment for the better security of life at sea have been approved by the Commandant, United States Coast Guard, and published in the Federal Register for August 14, 1942:

Davit.

Welin Davit & Boat Corporation, Perth Amboy, N. J., Welin Straight Boom Sheath Screw Davit, type B (general arrangement drawing No. 2203, dated 18 February 1942) (maximum load of 6,500 pounds per arm).

Lifeboat hand-propelling gear.

C. W. Allen, San Francisco, Calif., Allen hand-operated lifeboat propelling gear, Model 1942 (drawing No. 100, dated 25 February 1942).

Life rafts.

R. & J. F. Johnson, 204 E. 58th Street, New York, N. Y., 18-person life raft (drawing No. 4, dated 8 July 1942).

Kearns Bros., Redwood City, Calif., 18-person life raft (drawing No. 44, dated 19 June 1942).

Hunter Boat Co., Suisun, Calif., 15-person and 18-person plywood pontoon life rafts (drawing Nos. PLR-5, dated 20 June 1942; and PLR-4, dated 20 June 1942; respectively).

R. H. Bozman & Bros., Baltimore, Md., 20-person catamaran life raft (drawing dated 1 July 1942).

Life floats.

L. A. Young Spring and Wire Corporation, Oakland, Calif., steel float No. 19-A, 19-person metallic cylinder life float (drawing No. 1718, dated 6 July 1942).

Line-carrying gun.

Heat Transfer Products, Inc., New York, N. Y., steel line-carrying gun (drawing No. D-1374-GD, Alt. C, dated 24 April 1942).

Life preservers.

The American Pad & Textile Co., Greenfield, Ohio, style 2B adult balsa wood life preserver (drawing dated 8 June 1942), Approval No. B-159.

Colvin-Slocum Boats, Inc., New York, N. Y., 10-A-#1 adult kapok life preserver, Approval No. B-157; and 10-A-#2 adult kapok life preserver, Approval No. B-158 (drawings dated 22 June 1942) (10-A-#2 adult kapok life preserver approved for general use and also for use with lifesaving suits).

Seaway Manufacturing Co., Inc., New Orleans, La., adult kapok life preserver, quilted type (drawing No. SAKJ-14, dated 22 July 1942), Approval No. B161 (Approved for general use and also for use with lifesaving suits).

Acme Products, Inc., New Haven, Conn., adult kapok life preserver, quilted type (drawing dated 17 July 1942), Approval No. B-162. (Approved for general use and also for use with lifesaving suits.)

Atlantic-Pacific Manufacturing Corporation, Brooklyn, N. Y., No. 101 adult kapok life preserver (drawing fig. No. 101, Approval No. B-160).

Lifesaving suits.

R. L. Morey Co., Inc., New York, N. Y., submitted Boston fire-resistant overboard cover-all lifesaving suit, Model CM. (In conjunction with life preservers bearing Approval Nos. B-97, B-152, B-153, B-154, B-155, B-156, B-158, B-161, or B-162.)

B. F. Goodrich Co., Akron, Ohio, submitted the B. F. Goodrich lifesaving suit, Model 1 (in conjunction with life preservers bearing Approval Nos. B-97, B-152, B-153, B-154, B-155, B-156, B-158, B-161, or B-162).

The Watertight Slide Fastener Corporation, New York, N. Y., submitted the Victory Lifesaving Suit (in conjunction with life preservers bearing Approval Nos. B-97, B-152, B-153, B-154, B-155, B-156, B-158, B-161, or B-162).

Seamless Rubber Company, New Haven, Conn., Model M-M-1 lifesaving suit (in conjunction with life preservers bearing Approval Nos. B-97, B-152, B-153, B-154, B-155, B-156, B-158, B-161, or B-162.)

APPROVAL NUMBERS FOR STANDARD LIFESAVERING DEVICES

Approval numbers have been assigned to standard lifesaving devices of manufacturers in accordance with the following list under section 28.4-1 of the General Rules and Regulations for Motorboats and Certain Vessels Propelled by Machinery Other Than by Steam More Than 65 Feet in Length, which supplements the lists appearing in previous Bulletins.

Manufacturer and type of lifesaving device	Approval No.
Armstrong Featherweight Decoys, Inc., 810 Citizens Bank Bldg., Houston, Tex.:	
Standard adult kapok life preserver	A-220
Standard adult cork life preserver	A-221
Standard adult balsa wood life preserver	A-222
Wilson Line, Inc., Fourth Street Wharf, Wilmington, Del.:	
Standard adult cork life preserver	A-223
Dodge Cork Co., Inc., Lancaster, Pa.:	
Standard 20 inch cork ring buoy	A-224
Standard 24 inch cork ring buoy	A-225

EQUIPMENT SATISFACTORY FOR USE ON INSPECTED VESSELS

Pressure-vacuum relief valves for inflammable and combustible cargoes in bulk.

Shand and Jurs Co., New York, N. Y., 3-inch all clime breather valve, figure ST-432M. (For use with materials of Grade B and all lower grades.)

ELECTRICAL APPLIANCES*Running light panel.*

Raymond Rosen & Co., Philadelphia, Pa., Nonautomatic running light panel, D. C. (Drawing No. MM-20, revised 6-16-42.)

Flashlight batteries.

Name of manufacturer	Trade name	Identification number	
		Type D, single cell	Type T-3-D, 3-cell
Bond Electric Corporation	BOND	102	112
Do	FRANCO	1051	1027
Do	WINNER	1	
Bright Star Battery Co.	BRIGHT STAR	10M	06-17M
Burgess Battery Co.	BURGESS	2	232
General Dry Batteries, Inc.	GENERAL GOLD LABEL	D	
Marathon Battery Co.	MARATHON	120	
National Carbon Co., Inc.	EVEREADY	950	705-S
Ray-O-Vac Co.	RAY-O-VAC	2	
Do	do	2LP	
Do	do	Navy Type	
Do	do	Navy Type LP	
United States Electric Manufacturing Corporation	USALITE	995	905
Winchester Repeating Arms Co.	WINCHESTER	1511	3511

The above flashlight batteries comply with Federal Specification W-B-101a, and may be used in lifeboat flashlights when marked with the date of manufacture and the date of expiration of guarantee period for marine use. This list of approved flashlight batteries supersedes the list published in the October 1941 Marine Inspection and Navigation Bulletin and other published lists.

AFFIDAVITS FILED

Cast iron strainers.

Nadler Foundry & Machine Co., Inc., Plaquemine, La.

Valves and fittings.

Pacific Valve & Pump Exchange, Long Beach, Calif.

FUSIBLE PLUGS APPROVED

Glasgow Iron Works and Supply Co., New York, N. Y., Heat Nos. 458 and 459.

Farnan Brass Works Co., Cleveland, Ohio, Heat Nos. 337 and 338.

American Machine & Engineering Corporation, Pittsburgh, Pa., Heat No. 9.

AMENDMENTS TO THE INSPECTION AND NAVIGATION REGULATIONS

There was published in the Federal Register during the period from July 18 to August 15, 1942, the following enumerated material which concerned this office. Reprints are not available for distribution to the public, but copies of the Federal Register are obtainable from the Superintendent of Documents, Government Printing Office, Washington, D. C., at 10 cents each, payable in advance.

Publication date	Subject	Title and parts amended
July 29	Numbering of lifeboats and enforcement	Title 46, parts 29 and 180.
August 6	Numbering of motorboats during emergency	Title 46, part 29.
August 14	Regulations for licensed officers and certificated men and approval of equipment.	

